

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: haynes@cats.ucsc.edu (Jim Haynes)  
Subject: Re: \$25K KW-1  
Message-ID: <199510280552.WAA10133@hobbes.UCSC.EDU>

We need to keep in mind that there's a difference between the asking price and the price at which something actually changes hands. I lost track of which the \$25K represents in this discussion.

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: w7ni@teleport.com (Stan Griffiths)  
Subject: 555 on a cart  
Message-ID: <199510280948.CAA14760@desiree.teleport.com>

Stephan said

> I was amazed to find out that there are other people out there who like the old >Tek scopes as much as I do. Any way I have a Tek 555 you don't see these to >often but I love the thing! They use to make a scope cart that would hold the >555 on an angle and the powersupply unit on the bottom. This would be a great >addition to my scope as it is quite big and it would be great to mobilize it. >That saves a ton of bench space. If you have any ideas let me know, I really >appreciate it.

>

>

>Thank You

>Stephan

>kotsakis@charlie.acc.iit.com

>

Hi Stephan

Thanks for the compliments! It makes all those years I spent fooling around with Tek stuff worth it!

I, too, have a 555 and mine is on a cart like you describe. I know there are carts around and for sale that will do this job for you. You should expect to pay \$50 or so for one plus shipping. I shipped one up to Portland, OR from Reno, NV in the luggage compartment of a Greyhound bus. I just took it to the bus depot in Reno, taped the drawer shut so it wouldn't slide open during the trip, tagged it with my address and phone number, and said goodbye to it. I later met it at the bus depot in Portland and carried it home in my minivan. I will call a friend of mine in Portland who I think has some carts for sale and see if he has one he will ship to you via Greyhound. If he does, I will email you a way to contact him and make the arrangement between the two of you. OK?

Stan W7NI@teleport.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: David Stinson <72227.1640@compuserve.com>  
Subject: 6E5 MAGIC EYE TUBE AVAILABLE  
Message-ID: <951028181220\_72227.1640\_EHM98-3@CompuServe.COM>

I have a new-in-box 6E5 magic eye tube available. I know several people need this tube. Send me email and Stephanie will draw a name. I need postage in return and if you have an old 1625, 1626 or 1629, that would be appreciated but not required.

73 DE AB5S/7 Dave  
72227.1640@compuserve.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: HAMRLUND@aol.com  
Subject: B&W turns counters fs  
Message-ID: <951028124431\_91842937@emout04.mail.aol.com>

i have 2 B&W turns counters, i no longer need. these are the model you can still get from them at a cost of \$90 each.  
will sell these for \$30 ea shipped  
thanks  
robert

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Andy Wallace <wallace@mc.com>  
Subject: Re: BAs in Voyage to the Bottom of the Sea  
Message-ID: <9510280514.AA04226@kali>

Fame Viking 2? Ack. I doubt that's even on reruns anymore, but it would have been interesting to see.

Now...what was the rig Radar used in M\*A\*S\*H?

--Andy  
wallace@mc.com  
..crossposted to rec.radio.seen.in.movies.and.or.tv

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: HAMRLUND@aol.com

Subject: bc-454-b has been sold  
Message-ID: <951028114840\_78519342@emout06.mail.aol.com>

sold  
thanks  
robert

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: HAMRLUND@aol.com  
Subject: books fs  
Message-ID: <951028114848\_78519358@emout05.mail.aol.com>

you get ALL the following for \$25 shipped

the cathode ray tube at work  
rider  
18th printing 1944.....\$7

industrial electronic control  
cockrell  
1st edition 1944.....\$5

microwave transmission  
slater  
1st edition 1942.....\$5

mathematics for electricians & radiomen  
cooke  
1st edition 1942.....\$5

strength of materials testing  
i.c.s. staff  
1930 .....\$5

vacum tube voltmeters  
rider  
8th printing 1944.....\$5

frequency modulation  
rider  
10th printing 1942.....\$5

\*\*\*\*\*

CONTACT: Robert Fowle.....Hamrlund@aol.com

Ph.517-789-6721.....

1215 Winifred....Jackson, Mich. 49202-1946

| |

---|---|---> The HAMMARLUND Historian  
| |

Historical Information -- Manuals -- Technical Material

\*\*\*\*\*

I'm looking for anything by HAMMARLUND:

literature -----> spec sheets, sales flyers, sales catalogs  
files -----> from: factory, service stations, authorized dealers  
manuals -----> factory or military  
accessories ----> speakers, clocks, xtals, xtal boxes, anything  
face plates-----> for sp-200/400/600 series' recievers

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: w7ni@teleport.com (Stan Griffiths)  
Subject: Re:Buyers and Sellers  
Message-ID: <199510280948.CAA14754@desiree.teleport.com>

Robert Norman said:

>I agree, "make offer" always makes me feel unsure about what to say. I  
>figure if a guy can't be honest enough to directly state what he feels  
>his equipment is worth, then move on. He obviously is on some kind of a  
>fishing expedition.

Bob--

I resent the implication that if I have something in my possession and I

honestly don't know what it is worth, that if I don't put some wild guess down as an asking price I am dishonest. It could be that I honestly don't know what it is worth. How could I be guilty of "ripping somebody off" by allowing him to make an offer? A sane person won't make a ridiculously high offer and rip himself off. However, an unenlightened seller could easily make a ridiculously low estimate of the value of something he owns and get ripped off by an unscrupulous buyer who knows damn well he is stealing it but rationalizes it in his own mind thinking he is a "smart buyer". Of course, this discussion applies mostly to individuals who are buying and selling among themselves and not to businesses who have to know exactly what they are doing if they expect to survive.

Stan W7NI@teleport.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Andy Wallace <wallace@mc.com>  
Subject: Re: Cleaning a Drake 2-B...  
Message-ID: <9510280512.AA04223@kali>

Since I've received a couple of emails...

I do NOT recommend using 409 on radios now, even though it didn't seem to harm the 2-B I had talked about. In my post, I recommended a mild soap solution and that's the way I do things now...

Thanks for the concern, but Andy is a little smarter nowadays, with no erased radios to show for it. :-)

--Andy  
wallace@mc.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Dave Hockaday <wb4iuy@nando.net>  
Subject: Re: Cleaning a Drake 2-B...  
Message-ID: <9510281329.AA13447@merlin.nando.net>

>> While the Formula 409 might work fine on the 2-B, there are MANY  
>> radios out there which Formula 409 and similar cleaners will remove paint  
>> With whatever cleaner you try, watch that you are not also removing  
>> the paint. Good luck (particularly in removing that brown layer from a  
>> piece owned by a smoker...

>>

>

>I've had really good luck removing this brown film with a very mild

>solution of sodium hydroxide. I purchase the lye and mix it up  
>myself. Very dilute; I don't remember how much lye I use. Perhaps a  
>teaspoon to a quart of water. It does not take much lye to make a  
>strong cleaning solution. I have used this on plastic and metal parts  
>with excellent results. I recall using it on a yellow plastic KCS  
>dial indicator on an R388. Surprise, surprise, it was supposed to be  
>white!! I observed no damage to the red and black indicator numbers.  
>The lye solution with a toothbrush works extremely well on yellowed,  
>crudy front panels.  
>Usual cautions apply: wear gloves, test it first, and be careful.

Just my \$.02 here. I've tried a number of solutions over the years, just as many of you...some worked too good :-). For a good many years, I've been using Fantastic cleaner. I've never had it to damage anything, and it works much better than windex on most jobs.

One other note...on clear plastic dial and meter faces that are yellowed or scratched to the point of being opaque, I've found something that has worked every time, and rubbed them back to like new clear condition. I've tried a number of rubbing compounds, most only scratching the material more...the product is called Car Skin. It comes from the auto parts stores and is in a green can (it's a paste-like liquid). It's the only rubbing compound that I've had luck with. It brought my first SX-42 dial and meter faces back to new condition.

73 de Dave WB4IUY

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: JBurgwynjr@aol.com  
Subject: Collins filters  
Message-ID: <951028110646\_91794645@mail02.mail.aol.com>

Anyone help with where these go?      F250 Z 4 5V2      F250 Z 4      F250 Z A  
85

tnx

John W4WAW

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: k1zat@bah.com  
Subject: Re: Collins filters  
Message-ID: <Pine.SUN.3.91.951028113517.10654A-1000000@booz.bah.com>

John --

On Sat, 28 Oct 1995 JBurghwynjr@aol.com wrote:

Probably about the era of the 75A4, 1954 or so but they  
dont fit into it or the KWS-1. Those boxes have different  
mountings.

>F250 Z 4 5V2

possibly Sideband filter Upper, 2.85 kc at 3db  
Possible collins part number 526 9130 00

>F250 Z 4

Sideband filter Upper, 3.4kc at 3 db  
possible collins part number 526 9130 031

>F250 Z A 85

possbile lower sideband filter  
possible Collins pn: 526 9131 00

That help at all ? P/n's should be imprinted on the side  
of the case.

jd

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: TOM.A.ADAMS@mail.admin.wisc.edu  
Subject: CORRECTION  
Message-ID: <FASE2323.FASE2335@mail.admin.wisc.edu>

to: boatanchors@theporch.com

In a post I sent yesterday I made a mistake in the citation of a George  
Grammar article.

"Rotten Signals; How to Cure Them" is NOT in the November, 1930 QST. It is in  
the April, 1933 issue.

I've been looking at too many Hartley oscillator transmitter articles lately,  
and they kinda start blending together after awhile!

Re. "Gallopín' Gertie" and her nasty note:

After work last night (0230) I fired up the old gal after changing the grid resistor from 47K to 27K. This was accompanied by shifting the feedback tap on the coil down somewhat (14 turns of 1/4" copper tubing, 3" OD, 5" long, now tapped at 5 turns from the cold end).

The improvement in the chirp situation was immediate; my DX-100 has a nastier note on 10 metres than Gertie has now. The drift improved somewhat too, but it is still apparent that the feedback capacitor (oops, that SHOULD be "condenser"!) is changing value as it's heated by RF current flow.

I would have no problem copying Gertie on my R-390A with the bandpass filter in the 2 KC position, but she'd SURE wander around the whole bandwidth during a transmission!

Interestingly, tho not surprisingly, the power input (ie, plate current) to the rig immediately went down when the feedback was reduced.

At 300 VDC on the plate, Ip dropped to between 15 and 20 MADC when tuned for the best note. Best guess of power output (a flashlight bulb in the antenna lead) is about 2 watts. This is in contrast to 50 - 75 MADC at the old tap setting. The tap boils down to a compromise. Which do you want; input power, or a clean note?

As a bonus, changing the bias and feedback situation now allows the oscillator to run at much lower plate voltages. Oscillation hangs in there in a very satisfactory manner all the way down to 30 VDC on the plate! The only problem with running it at that level tho is that the AC powering the filament starts to modulate the note objectionably at voltages below about 60 VDC on the plate.

OK, now to start work on the matching receiver. The K9TA "Depression Special" rig is getting there!

73's,

Tom, K9TA

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: HAMRLUND@aol.com  
Subject: delay & acorn tooobs fs  
Message-ID: <951028121008\_56764689@emout04.mail.aol.com>

have the following i don't need:

1 amperite 115c45t in box  
1 amperite 115no60t in box

1 amperite 6n030t in box  
1 amperite 115n020 in box

1 rca 955 good in box

will throw in 4 more acorns (untested) and 1 ceramic socket for acorn at no charge  
with the purchase of the above toobs.  
you get all the above for \$25 shipped

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: KB9VU@aol.com  
Subject: DRAKE FS (T-4XC, ...)  
Message-ID: <951028130050\_56795019@emout06.mail.aol.com>

The Drake T-4XC transmitter is sold. Thanks to all who expressed an interest. Especially thanks to the fellows that tendered offers.

Still have the MS-4 available @ \$40 plus shipping.

Thanks!

Mike, KB9VU

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: dmedley@indirect.com (David Medley)  
Subject: FS Manuals  
Message-ID: <199510282204.PAA18805@ns1.indirect.com>

I still have the following manuals either to sell or failing this to trash.

Yaesu FT-720R (Copy)	\$2.50
Yaesu FT-227R (Original)	5.00
Hammarlund Comet Pro 4th edition. Original	15.00
National HRO-50R1/T1 Photofact	2.50
Collins Transceiver 618S-1 618S-4 Original	10.00

Or best offer of course. I do not take offence at low bids, guys.  
dmedley@indirect.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: cdorn@gpu.srv.ualberta.ca (Chris Dorn)

Subject: FS: Drake TR4C and RV4C  
Message-ID: <199510281754.LAA09753@bock.ucs.ualberta.ca>

Hello,

I have a Drake TR4C with the matching RV4C for sale. I do not have the AC4 supply. The TR4C is in very good condition, cabinet excellent, face very nice, a small nick on the S-meter, and a little yellowing and wear on the tuning dial. This rig has three NEW RCA 6JB6As, and needs to be neutralized. I bought the tubes from AES, and haven't had the time to play with it. The RV4C is in excellent condition inside and out. Comes with an Electrovoice 729SRD mic. Have the manual for the radio, but not the RV4C. I am asking \$250US, shipping included.  
Chris

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Andy Wallace <wallace@mc.com>  
Subject: Re: HQ105TR  
Message-ID: <9510280606.AA04285@kali>

I saw a rather beat looking one at the Deerfield NH flea a few years ago...somewhere under \$100. Sorry I didn't buy it just for the curiosity of it! Robert Fowle had one for sale a while ago -- they are pretty rare.

--Andy  
wallace@mc.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Sandra L Knepper <slkst29+@PITT.EDU>  
Subject: Re: KW-1 Economic  
Message-ID: <Pine.3.89.9510280709.E12220-0100000@unixs6.cis.pitt.edu>

One thing to keep in mind with any of these expensive boatanchors, like the KW-1, Viking 500 etc. is that operating these rigs on a "daily" basis increases the chances of "premature" failure particular in the transformers. Then what! Where are you going to find original parts. That is why you don't hear many KW-1s on the air. They are for the most part not an investment but a symbol of prestige by a ham who wants the ultimate rig. I have an old Corvette parked in my garage that does not get anymore than 20 miles on it a year! It is a 1965 Coupe and for all practical purposes, I would be better off to sell it and then invest the money in mutual funds or land??

Oh, well, this discussion will go for the next "100 years" However, I bet that those out there with nice boatanchors will continue to see the

market rise. Who would have thought that an average Ranger would now sell for \$200 or more. Or that a 75A-4 would go for \$800.

Keep collecting and enjoying!

Thanks for listening to only one person's opinion.

Dave, W3BJZ  
Publisher of the Collins Journal

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: TOM.A.ADAMS@mail.admin.wisc.edu  
Subject: KW-1 Economics  
Message-ID: <FARN3639.FARN3643@mail.admin.wisc.edu>

to:boatanchors@theporch.com

Greetings.

Several folks have written me privately (a few rather heatedly; you'd think I was talkin' about their Mama!) re. my comments about the absurdity of asking 25 grand for a KW-1. About the only other thing I can say on that subject is that P.T. Barnum was right on the money. I would add to his observation that there are folks out there with a lot more money (and chutzpah) than brains.

To save having to write the same stuff over and over again as this pot boils over, I have decided to post to the group a copy of my response to one writer.

Pardon me while I step out to get my flameproof flak suit from the cleaners.

Tom, K9TA

to: wa6jyj@eshop.uoregon.edu

Hello Larry.

Investment? Applying the term investment to something you buy as part of a hobby is rather absurd. In classic economic terms, an investment is the placement of capital in some sort of mechanism which uses that capital for the purchase of real goods in some form or another. Buying a Collins KW-1, when it was new, doesn't qualify. Rather than call buying Collins gear an investment I'd consider it to be closer to speculation, in the same sense that shoving quarters into a one armed bandit is speculative.

As I remember it from the ads, the original purchase price of a KW-1 was about half the figures you give; say, \$2500.

Counting the rig's value against the rate of inflation over the years isn't valid. The closest you can come to calling it valid is to say that it might cost \$25,000 to DUPLICATE a KW-1 today (tho even THAT'S a pretty specious argument). An ORIGINAL KW-1, simply because of it's age and operating hours, is NOT the same rig, nor anywhere near as GOOD a rig, as a reproduction would be. Take that from a broadcast engineer who's done MORE than his share of work on a 1946 Westinghouse FM broadcast transmitter; they don't get better over the years, they just get tireder. And that brings us to the nut of the matter.

Old radios don't APPRECIATE in intrinsic value, they DEPRECIATE! About the only thing that gets better with age, and even then only to a point, is wine, or so I'm told; my palate and wallet never got much beyond Matus.

Collector popularity and fads (and the prices that they generate) are a house of cards, and it's gonna collapse. I guarantee you that ANY asshole who shells out that kinda bucks for a rig AIN'T EVER GONNA GET IT BACK OUT; in five years he'll be damned lucky to get 5 or 10 percent of that figure.

I've seen this same damned thing happen in other fields. If you REALLY wanna see it happen big time, and at lightning speed, check out gun shows.

In a 2 year period I saw AK-47s go from about \$200 (and nobody wanted 'em), to \$3000 (and I saw some jerks pay that... Insanity), and back to \$175 - \$225 a copy.

Those spectacular, high speed changes were driven mostly by legislation, but the same thing happens, tho at a much slower rate, in ham radio.

For example, what would it do to the value of a KW-1 if the FCC suddenly ruled the use of AM on the ham bands to be illegal? What would it do to ALL boatanchor rigs if ALL forms of analogue modulation were outlawed, and only digital was permitted?

Just a little food for thought.

73's,

Mr. T., K9TA

PS- I've got nothing against Collins gear; in fact, I've got a Collins shack; it consists of an R-390 and an ART-13, backed up by a TCS-14! ; -)

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995

From: n5off@w5ddl.aara.org  
Subject: KW-1 Is worth exactly this . .  
Message-ID: <212702@w5ddl.aara.org>

I was taught this by Dr. Bruce Payne in my graduate program.

He said "A Collins KW-1 (actually he said "thing" instead, but it sounds better this way) is worth exactly what it will fetch on the market."

That goes for a KW-1, Dave's Corvette, or a Chevette for that matter.

Heck, I'd give a solid \$10 to get a running Yugo.

Place the KW-1 in this context, and you will be a happier person :-)

73 de tom n5off

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: U40PCM1@MVS.CSO.NIU.EDU  
Subject: Mech filter question  
Message-ID: <199510281517.KAA13347@uro.theporch.com>

Dave,

Thanks for your speedy response to my Collins mechanical filter question. The filter has part number: 526 9012 009. Any further information is certainly appreciated! Any idea what sort of equipment this filter might have been manufactured for? Best wishes,

Peter

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: HAMRLUND@aol.com  
Subject: military fs  
Message-ID: <951028104920\_91787255@mail02.mail.aol.com>

have a bc-454-b, this is the double decker section, with tuning ant hkup ect. covers 3.0 - 5.1 mc all tubes inside. looks clean. am not familiar with this style unit  
so unknow if there are any mods inside.  
\$20.00 shipped

also have a (appears to be new) round black dial, covers 3.0 - 4.0 mc  
has the black center button, and a gear on the back. \$10 shipped

robert

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: merrigan@ee.ualberta.ca (Shaun P. Merrigan)  
Subject: Re: Plastic Resto  
Message-ID: <199510281710.MAA21720@uro.theporch.com>

On Sat, 28 Oct 1995 08:32:57 -0500 (CDT) you wrote:

>  
>One other note...on clear plastic dial and meter faces that are yellowed or  
>scratched to the point of being opaque, I've found something that has worked  
>every time, and rubbed them back to like new clear condition. I've tried a  
>number of rubbing compounds, most only scratching the material more...the  
>product is called Car Skin. It comes from the auto parts stores and is in a  
>green can (it's a paste-like liquid). It's the only rubbing compound that  
>I've had luck with. It brought my first SX-42 dial and meter faces back to  
>new condition.  
>  
>73 de Dave WB4IUY

Dave jogged my memory with this one. I seem to recall that Eastwood Auto Body sells a kit with everything you need to restore scratched up plastic tail/turn/stop light lenses. The idea is to start with start with a relatively "coarse" abrasive, for the deep scratches, and progress to finer and finer (I think the kit had 3 grades of abrasive) until all the main and secondary scratches are gone. You could do the same yourself with Meguiars or 3M compounds.

I've used auto body rubbing compound on clear plastic parts with good success.

If you think about the process of "removing" scratches for a moment, you'll realize that you don't "remove" a scratch. What you are actually doing is (in the case of a deeper scratch) removing surrounding material in order to level out the surface. If you have a deep scratch, you will need to use a coarser abrasive in order to cut deeper. Of course this will generate secondary scratches (which are not as deep; that is the idea), which are then removed by using a finer abrasive. The last step is repeated with a still finer abrasive for a really smooth, scratch-free surface. Then, if you want a really shiny glossy surface you can buff the part (this takes some practice, so you don't burn the plastic, or re-scratch it) with a plastic buffing compound (I know Eastwood Auto Body sells this) on a power buffer.

Shaun  
Shaun P. Merrigan  
merrigan@nyquist.ee.ualberta.ca  
3rd Year EE  
University of Alberta

"A wrong is unredressed when retribution overtakes the redresser."  
"It is equally unredressed when the avenger fails to make  
himself known as such to him who has done the wrong." -E.A.P

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: Grant Youngman <gyoungma@gtetel.com>  
Subject: Re: Plastic Resto  
Message-ID: <Chameleon.951028133430.gyoungma@gyoungma.gtetel.com>

>  
>Dave jogged my memory with this one. I seem to recall that Eastwood  
>Auto Body sells a kit with everything you need to restore scratched up  
>plastic tail/turn/stop light lenses.

Antique Electronic Supply sells a restoration kit called Micro Mesh. It works  
wonders on all sorts of plastics.

The idea is to wet sand the plastic with finer and finer grades. When you  
start out (with something like ordinary 220 sandpaper) its pretty scary. But  
if you follow directions, you end up with crystal clear and smooth plastics.  
I've used it on several meter faces -- with perfect results.

Grant

-----  
Grant Youngman -- NQ5T

WANTED: Hammarlund SPC-10

gyoungma@gtetel.com  
-----

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: waltn@hooked.net (Walt Novinger)  
Subject: Re: R390A BFO Sealed Unit  
Message-ID: <199510282235.PAA29194@mom.hooked.net>

>Has anyone ever seen a BFO sealed unit (Z502) made by any manufacturer

>other than Collins??

Mine has a unit made by COSMOS, I believe. Unfortunately, it's too darned heavy to pull out of the cabinet to check. I'm sure that it's not Collins, however.

73 de Walt

=====

Walt Novinger	Real Radios Keep You Warm At Night!
Collector of hollowstate communications receivers and test equipment	
waltn@hooked.net	wnovinger@shl.com
	CI\$:73340,2013
<a href="http://www.hooked.net/users/waltn">http://www.hooked.net/users/waltn</a>	

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: w7ni@teleport.com (Stan Griffiths)  
Subject: Re: Re. Ultimate BA; Collins  
Message-ID: <199510282111.0AA29497@desiree.teleport.com>

>>  
>> \$25,000 FOR A COLLINS KW-1 ????  
>>  
>> SOMEBODY'S GONE TOTALLY INSANE!  
>  
>  
>Say, does anybody know who's buying these things? Collectors or investors?  
>Or...?

I think this point has been made before but my '57 TiBird sold for about \$3700 in 1957 which I think is approximately the same vintage and price of the KW-1. It has a current market value of about \$30,000. If \$25,000 is insane for a KW-1, why isn't \$30,000 insane for a '57 T-Bird? (Maybe it is . . .)

John Q. Public buys '57 T-Birds. There are a few collectors but most people who own one have only one car in their collection, just like me. You just have to be in love with early T-Birds. I am absolutley sure there are a few out there who are just as in love with KW-1s. If this is insanity, it sure is widespread . . .

Stan W7NI@teleport.com

From boatanchors@theporch.com Sat Oct 28 22:39:00 1995  
From: MODSTEPH@ACS.EKU.EDU  
Subject: Re: RE: \$25K KW-1  
Message-ID: <01HWYWN12ILK003188@ACS.EKU.EDU>

Asking price... and I notice that it is still being asked... ;)

73, A1, N5AIT